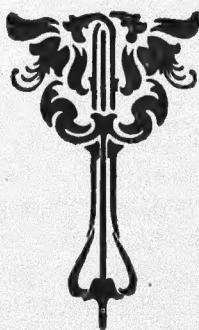


# HISTORICAL WINNIPEG

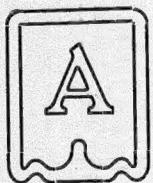
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*Some Happenings in the  
History of Canada's  
Most Remarkable  
City*



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ROUND the pageant enacted at Sault Ste. Marie by Sieur de St. Lusson in 1670 gathered the interest of the French nation in the Canadian West, when, in the name of Louis XIV., the Commissioner took possession of "Sainte Marie de Saut," as also of Lakes Huron and Superior, the island of Manitoulin, and all countries, rivers, lakes and streams contiguous and adjacent thereunto. A cedar cross was raised, and upon it the royal arm of France was fixed. Seventeen Indian tribes were invited to the spectacle, even the far distant Crees and Assiniboines. None of these tribes disputed the French claim.

In the same year Charles II., King of Great Britain and Ireland, gave to the Hudson's Bay Company "all the lands, countries and territories upon the coasts and confines of the seas, streights, bays, lakes, rivers, creeks and sounds lying within the entrance of the streights commonly called Hudson's streights," with one limitation, viz., except those "which are not now actually possessed by any of our subjects, or by the subjects of any other Christian prince or state."

From 1762, shortly after the conquest of Canada, the Fur Traders of Montreal began to extend their trade and build forts throughout the wide region from Lake Superior and Lake of the Woods westward to the distant Saskatchewan.

In 1772 the Hudson's Bay Company left the shore of the Bay, which it had tenaciously hugged for a century, and erected in the Saskatchewan district its first inland post at Cumberland House, within a few hundred yards of Sturgeon Lake Fort, which Joseph Frobisher, one of the Canadian traders, had built. From this time forward the conflict of the companies continued, until, when once a fort of the one company was established, soon beside it appeared a fort of the other. At one time, about the year 1800, an offshoot of the North-West Company of Montreal added a third fort at all the chief points of competition through the Western country, while there were also a few independent or "free" traders who joined in the fray. Competition led to waste, and ruin stared all in the face.

About the year 1800 the competition of the fur traders became so fierce that the strife at times reached the point of bloodshed, and the companies began to feel that ruin would soon overtake them. At this

juncture a young Scottish nobleman, the Earl of Selkirk, as early as 1802, was planning to bring a colony of his Highland countrymen to settle at the south end of Lake Winnipeg. The British Government, fearing that his plan of bringing colonists to Hudson Bay, and then by rapid and portage to the Red River, would fail, refused to his lordship their countenance in the undertaking.

Having planted some eight hundred Highlanders on Prince Edward Island and a small colony at Balcoo in Upper Canada, Lord Selkirk took advantage of the low price of Hudson's Bay Company stock, and, with his friends, bought heavily and gained control of the Hudson's Bay Company. He was bitterly opposed in this by Sir Alexander Mackenzie, the most prominent man of the Canadian company. For better or worse, Lord Selkirk's first colonists to the Far West left the Scottish Hebrides by ship in 1811 and reached York Factory on Hudson Bay. After a miserable winter they ascended the stream from the fort in heavy boats, and the first party reached the site, on the banks of the Red River, where the city of Winnipeg now stands, on the 25th of August, 1812. This is accordingly the natal day of the Selkirk Colony.

In the year 1835 a government was organized for the Red River settlement, and a number of the leading settlers and more notable persons were selected by the Hudson's Bay Company and made into the Council of Assiniboia, as they now called the Red River settlement. The colony grew slowly, till in 1869 it numbered about 12,000 people, 5,000 French half-breeds, 5,000 English-speaking half-breeds, and 2,000 whites, the last including the Hudson's Bay officers and their descendants, the Selkirk colonists, and a few Canadians and Americans. Outside of this settlement up to the Rocky Mountains practically no settlers dwelt, apart from the officers of the Hudson's Bay Company.

Agitation had at times taken place among the people of Red River settlement to protect their liberties against this Council, which was still a body appointed by the Hudson's Bay Company, responsible for the government of the country. About the year 1849 a number of French half-breeds rescued one of their number from the hands of a severe judge and carried the prisoner away, crying "Le Commerce est libre."

Again, in 1869, when it was thought that the transfer of the fur trader's land to Canada was probable, the Canadian Government sent out surveying parties to block out the land for incoming settlers. The surveyors chanced to begin in the rear of the French parishes, which lay to the south of Fort Garry. The surveyors showed themselves discourteous to the native people, the Government at Ottawa ignored the whole body of the Red River settlers, and the Hudson's Bay Com-

pany officials resident in the country were far from enthusiastic about the establishment of the new regime. All trouble might have been avoided by a small amount of tact and conciliation.

The Hon. William McDougall of the Canadian Parliament, who had taken much part in the opening up of the West, and who really had the best interests of the new country at heart, came through the United States to the boundary of Manitoba to take possession of the new land.

Suddenly the French Metis, under a vainglorious and impulsive leader of their own blood, Louis Riel, following the tactics of their race in Paris, erected, some nine miles south of Fort Garry, a "barriere" and sent a hostile message to the incoming Governor. With a band of French half-breeds, Riel next seized Fort Garry, the Hudson's Bay Company making no active opposition. The English-speaking people were paralyzed, efforts were made to restore peace, but the French held the Fort. Mr. Donald A. Smith, now Lord Strathcona, a high officer of the Hudson's Bay Company, came post haste over the American prairies in the dead of winter as Commissioner of the Canadian Government. He took up his abode in Fort Garry, where Riel had also made his headquarters, and succeeded in undermining the rebel chieftain's power.

Up to this time all the illegal acts of the rebel leader might have been pardoned, had not Riel, with unaccountable lack of wisdom, put to death by public execution a young Irish Canadian, Thomas Scott. Scott's execution, by a French firing party, took place on March 4th, 1869, and this unfortunate step of Riel roused all Canada to a blaze. The Canadian Government organized a military expedition and sent it out under Col. Garnet Wolseley. This body, after many delays, coming by way of portage and water course, reached Fort Garry in August 24th, 1870; on Wolseley's approach Riel fled from the Fort, and the rebellion was ended.

In 1870 the province of Manitoba was formed, and became the fifth of the sisterhood of provinces of the Dominion.

The Government of Manitoba was organized in 1871, and passed laws suited to the needs of the mixed population. The echoes of the rebellion passed away and an era of reconciliation set in. The first Governor of Manitoba was Sir Adams G. Archibald, a Nova Scotian, and the first Local Legislature met in Winnipeg in 1871.

In 1878 the first railway entered the Province of Manitoba, coming from St. Paul, Minnesota, to the little town of St. Boniface, from which transference was made to Winnipeg by ferry over the Red River.

But the rising spirit of Canada, backed by the persistent outcry of Manitoba, demanded that a through railway should be built to connect Manitoba with the eastern provinces. At first the project was to con-

nect Winnipeg by rail with Lake Superior and to utilize the navigation of the Great Lakes. This was, however, only a summer route, and before it was completed the greater scheme was undertaken of continuing the railway line through the Archaean region on the north of Lake Superior and Georgian Bay. This had been deemed absolutely impossible—indeed chimerical—but by one of the greatest engineering feats up to that time attempted the connection was completed from the Atlantic to the Pacific Ocean, and the first through train from Montreal to Vancouver passed through Winnipeg on July 1st (Dominion Day), 1886.

As to population, Manitoba began with some 12,000 people in 1870, and now is estimated to possess about 500,000 of a population, partly made up of large numbers of foreigners from the continent of Europe, as well as of many settlers from the United States.

Winnipeg, the capital of Manitoba, is situated at the junction of the Assiniboine and Red Rivers, in the middle of a wide plain. The Red River valley being of exceptional richness, early attracted the traders. On the site of the junction of the two rivers where Verandrye—the first white explorer to visit the Red River—had three-quarters of a century before this time erected Fort Rouge, and where, a decade before, the Nor'-Westers of Montreal had built Fort Gibraltar, the Hudson's Bay Company added Fort Douglas, so named after the family name of Lord Selkirk. After bloodshed between the rival fur companies and their union in 1821, Fort Garry was built as a trading post and settlers' depot. Afterward with a more elaborate structure, stone walls, bastions and port holes, Fort Garry was constructed at a considerable cost in 1853. A short distance north of this fort, about the year 1860, the first house on the plain was erected, and to the hamlet rising there was given the name of the Lake, 45 miles north, Winnipeg (Cree: Win, murky; nipiy, water). The name referred to the contrast between its water and that of the transparent lakes to the east.

The acquisition of Manitoba by Canada, and the influx of settlers from Eastern Canada, led to the greater importance of Winnipeg, as the new town was now generally called.

In 1870 the first census of Winnipeg was taken, and showed 213 persons in the village. Eleven years afterwards, in 1881, there were 7,985 people, and Winnipeg had been an incorporated city since 1874. By leaps and bounds the city's growth has advanced. In 1891 the population was 27,068. In 1901 it had grown to 44,778, and during the five years from 1900 to 1906, the city more than doubled its population. This increase was chiefly due to immigration from Great Britain, other European countries, and the United States. More than

fifteen thousand of the present population of 175,000 resident within the city limits have come from the United States.

Geographically, Winnipeg is situated almost halfway between the Atlantic and Pacific coasts of British North America, and sixty miles north of the boundary line between Canada and the United States. Politically, it is the capital of the Province of Manitoba, and commercially, the leading city of Western Canada.

The government of the city is carried on under a Charter from the Provincial Legislature. The Council is composed of a Mayor, four Controllers forming the Board of Control, and fourteen Aldermen. The Mayor and Controllers are elected annually by vote of the entire city. One Alderman is elected annually from each of the seven wards into which the city is divided, and holds office for a term of two years. The Mayor is Chief Magistrate of the city.

The city's public school system is well housed in buildings of the most modern and substantial construction. By an Act of 1890 and subsequent amending Acts it is provided that all state-aided schools shall be free and non-sectarian. The school system is directed by a department of the Provincial Civil Service known as the Department of Education, presided over by the Minister of Education (at present the Hon. G. R. Coldwell, K.C.) and his deputy (Mr. R. Fletcher, B.A.). There is an advisory board for the purpose of assisting the department in more technical matters. The board consists of ten members appointed by the department and other bodies.

Secondary education is carried on in the intermediate and high schools and collegiate institutes. The intermediate schools serve the smaller centres of population, and carry on the first two years of high school work. The high schools and collegiate institutes offer a choice of three courses, a two years' course leading to a certificate of competency in commercial subjects, a three years' course leading to matriculation in the University, and a four years' course for a teacher's certificate of the first class.

Professional training for teachers is given in the Provincial Normal school and its model school. The Principal is Dr. W. A. McIntyre, and this school is the centre of the system. Its work goes far to determine the ideals and aims of its students in training, and the spirit and tone of the schools conducted by them. On its efficiency depends in a large measure the success of the teaching force of the Province. Supervision of the various schools is exercised by means of a corps of experienced and skilled inspectors.

The churches of Winnipeg have also kept pace with the city's growth, and there are now 115 churches of various denominations in Winnipeg. All of these have been established since 1869, although the

Rev. John West, a clergyman of the Church of England, came to the Selkirk colony in 1820, and the Rev. John Black arrived in 1851 to take charge of the Presbyterian congregation.

The bulk of Winnipeg's church-going population is divided between the Presbyterian, Anglican, Roman Catholic and Methodist churches. Calculated on a population basis of 100,000, the religious preference census of Winnipeg shows eighteen per cent. Presbyterian; seventeen per cent. Church of England; fifteen per cent. Roman Catholic; thirteen and a half per cent. Methodist; five per cent. Baptist; five per cent. Hebrews; seven per cent. Evangelical Lutheran; three and a quarter per cent. Congregational; one per cent. Salvation Army; seven and a quarter per cent. of other denominations, and eight per cent. with no preference to avow.

The civic government of Winnipeg is marked by a progressive policy in keeping with the remarkable growth of the city.

Municipal ownership is recognized and popular with our citizens, and is widely adopted. The city owns and operates its water-works plant, street lighting system, stone quarry, fire alarm system, asphalt plant and a high pressure plant for the better protection of the city from fire. Winnipeg enjoys the distinction of being the first city in America to acquire a municipal asphalt plant. In 1906, the city purchased a stone quarry for civic improvement purposes, and this quarry is worked for the production of road metal and material for granolithic walks. The material for these granolithic walks is composed of crushed stone, sand and cement. Constructed as they are by the city employees, these sidewalks are practically indestructible. There are more than a hundred miles of such pavements in Winnipeg, all of which have been laid down by the civic street department.

Most important of all the municipally owned public utilities is that of a plant which is now in operation at Point du Bois for the furnishing of cheap power to consumers in Winnipeg. In 1906 the citizens of Winnipeg passed a by-law authorizing the Council to borrow \$3,250,000 to be used in acquiring this site and installing the necessary plant and works to bring the power to the city. This plant is now in operation and is furnishing light and power to the people of Winnipeg at rates that scale 50 per cent. below the cost of these articles when supplied by a private corporation. Cheap power and light from the municipal plant, make Winnipeg a particularly attractive location for the setting up of shops and factories for making goods that have been—and still are to a very great extent—brought in from manufacturing points a thousand, or more, miles distant.

The chief streets of Winnipeg are splendidly wide and smoothly laid in asphalt pavement, with granolithic sidewalks proportionate to

the width of the carriage and traffic ways. Residential streets are "boulevarded" and have rows of trees on either side with asphalt pavement and granolithic walks, the whole giving a clean and pleasant appearance. The city parks, although small, are numerous, but there are some of larger extent in the suburbs, notably the new city park on the Assiniboine River. This park is nearly 300 acres in area and has been tastefully laid out. There are eight theatres in Winnipeg; three or four of the larger houses are so enterprising as to secure some of the best touring companies on the continent.

Winnipeg is very important as a railway centre. But the excellent railroad facilities that now exist are a comparatively recent achievement. The first railway to afford transportation east and west through Manitoba, was the Canadian Pacific, a company that now has some 13,000 miles of track and carries passengers and freight three-quarters of the way round the world by land and sea. Since the coming of the Canadian Pacific, the Canadian Northern, the Grand Trunk Pacific, the Great Northern and the Northern Pacific have made great progress in the work of affording adequate transportation to Western Canada, and all of these roads centre at Winnipeg.

In Western Canada all roads lead to Winnipeg. Five great systems centre here, and no railway corporation would think of trying to pass through any part of Western Canada from east to west certainly, or from south to north except in the far western part, without touching the prairie city. No traveller thinks of visiting any part of the Canadian Northwest without making Winnipeg one of his principal stopping places. Merchants, manufacturers, capitalists, mechanics, and immigrants of all kinds; in short, all sorts and conditions of men who decide to make their home in Western Canada, come in the first place to Winnipeg, and frequently make it their headquarters, often their home.

**TO THE MANUFACTURER:**

Western Canada is a big field, filled with a prosperous people. The remarkable development taking place is creating an unprecedented demand for home industries. Winnipeg, the natural supply centre, wants these manufacturers and offers greater combined advantages in cheap power, light, sites, low taxation, labor conditions, railway facilities, banking, etc., than any city in Canada.

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